

Appendix A: RPZ Survey Results

July 31, 2008

Prepared for Seattle Department of Transportation

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PERMIT

RPZ Survey Results

Key Findings

Survey Monkey, an on-line survey tool, was used to gather information from Seattle residents. The survey went "live" on March 25, 2008 and was accessible until May 2, 2008. Residents were notified of the survey through:

- Postcards mailed to about 7,000 households in a sample of Residential Parking Zones.
- Website link www.seattle.gov/Transportation/parking/rpz policy review

In addition, newspapers, and neighborhood and community blogs printed stories about the survey and included on-line links, and individuals passed the link to their friends and acquaintances.

Because the survey takers would be a self-selected group, the survey was not designed to be a scientific tool. Its goal was to gather opinions about elements of the RPZ program from people who live in zones as well as those who don't, and to collect qualitative responses, in the form of comments, about how the RPZ program is working. Twenty-eight questions were asked, many with an opportunity for respondents to provide additional comments. A total of 1,112 people completed the survey – about four times as many as anticipated. Between them, respondents added over 1,500 additional comments to their multiple choice answers.

- Over one-half of the survey takers currently live in a Residential Parking Zone. Over 25% of the respondents live in Zone 4, Capitol Hill. 44% of the participants live in an apartment building or condominium
- About one-half of the respondents have one permit and a guest permit, and most pay for their own permit(s).
- Almost 60% of the respondents living in an RPZ feel that having the RPZ in their neighborhood makes parking better.
- Respondents who have guests tend to use the issued RPZ guest permit during enforcement hours, and typically will have only one guest at a time during these hours.
- The majority of survey takers applied for and received their permits through the mail and had a good experience with permit staff. However, the limited hours for obtaining a permit in person, and the need to go downtown, was an issue for many people. 84% of respondents would like to be able to buy and renew their permits on-line.
- Respondents who live in an RPZ often find it hard to park in front of their door, they do, however, understand the consequences of living in a dense neighborhood. Depending on the zone, they also report that it is also more difficult to park in the evenings and sometimes on weekends when the RPZ is not in effect than in the middle of the day.
- 40% of respondents feel that no more than two permits should be issued per household but 21% think that each vehicle should be issued a permit, regardless of how many vehicles belong to one household. Half of the survey takers feel that all permits should cost the same, while the other half is

divided about whether additional permits should cost more or less.

- Almost half of the survey takers believe that enforcement is just right today, however there were many comments suggesting ways to better enforce RPZ and reduce parking violations.
- Over one-half of the respondents think that permit holders should be able to park their vehicles onstreet for more than 72 hours without having to move them. Many feel they are penalized for using transit during the week and leaving their car on the street. There is also a concern about what to do with the car during vacation.

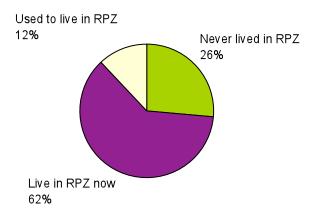
Survey Questions and Responses

Each of the questions in the survey was not necessarily responded to by every survey taker, so the number of responses shown for each question varies. The survey also contained splits, for example people who responded that they did not live in an RPZ would be skipped past the questions about how their RPZ was working for them. Some questions were multiple choice allowing one answer per question, while other questions directed the survey taker to "choose all that apply."

Each question below includes a "response count", indicating how many total responses were received. In many cases, where there appears to be a low response count, participants skipped the prepared choices and wrote their own response to the question in the comments section. This information is captured in two ways: If a significant number of participants had similar responses, that result is included in the charts, even though it was not one of the formal choices in the survey. Participant responses are also summarized at the end of the survey results.

Note: Numbers have been rounded, therefore some totals do not equal 100%

1. Do you live in an RPZ now, or have you lived in one in the past? (1,112 people answered the question.)



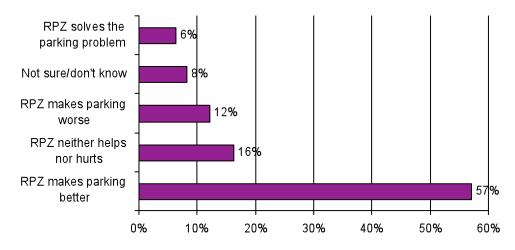
2. If you live in an RPZ now, or used to live in an RPZ, please choose your zone name and number from this list. If you have lived in more than one RPZ, please select the most recent. (983 people answered the question.)

Approximately 17% of those who answered this question do not live in an RPZ and never have lived in one and approximately 5% were unsure which zone they lived in. Those residents who live in an RPZ zone and know their zone live in the following zones:

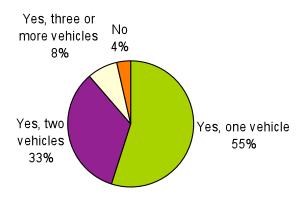
7 4	NA = = 41 = 1 = =	
Zone 1	Montlake	6
Zone 2	Squire Park/Providence/Seattle University	16
Zone 3	Fauntleroy	27
Zone 4	Capitol Hill	293
Zone 5	Wallingford/45 th St. Business District	5
Zone 6	University Park/UW	55
Zone 7	First Hill	65
Zone 8	Eastlake	92
Zone 9	Magnolia	4
Zone 10	University District, West/UW	76
Zone 11	North Queen Anne/Seattle Pacific University	4
Zone 12	North Capitol Hill/Seattle Prep	11
Zone 13	Lower Queen Anne/Seattle Center	8
Zone 14	Central District/Garfield High School	3
Zone 15	Belmont-Harvard/Scottish Temple	9
Zone 16	Mount Baker/Franklin HS	2
Zone 17	North Beacon Hill/Amazon	3
Zone 18	Licton Springs	13
Zone 19	Roosevelt/UW, Roosevelt High School	7
Zone 20	Ravenna-Bryant/University Village	2
Zone 21	Pike-Pine	45
Zone 22	Wallingford/Lincoln High School	25
Zone 23	Madison Valley	2
Zone 24	Cascade/South Lake Union	27
Zone 25	Westlake Ave. N.	1
Zone A	Husky Stadium	2
Zone B	Ravenna-Laurelhurst	2

3. This question asks you to rate how well you think your RPZ is working. (1,009 people answered the question.)

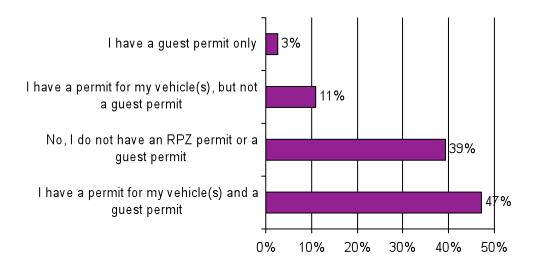
166 respondents who answered this question do not live in an RPZ and their responses are not included in the results below.



4. Do you own a vehicle or does someone in your household own a vehicle that you drive? (1,054 people answered the question)



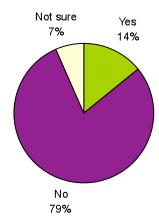
5. Do you have one or more RPZ permits and/or a guest permit? (1,036 people answered the question)



6. How much do you pay for your RPZ permit(s) and/or guest permit? (621 people answered the question)

	\$35	\$21	\$17	\$9	\$0	Not sure	Don't have one
First permit	43%	4%	4%	< 1%	21%	27%	< 1%
Second permit	18%	8%	5%	< 1%	15%	33%	21%
Third permit	7%	<1%	2%	0%	8%	21%	61%
Guest permit	7%	3%	16%	4%	23%	42%	6%

7. Does a hospital, university or other group or institution pay all or part of your RPZ permit and/or guest permit fee? (618 people answered the question)

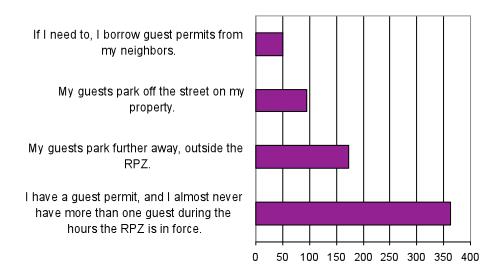


Approximately 10% of the respondents knew who paid for their RPZ permit. Zone 4, Capitol Hill, had the most responses to this question, which is predictable since Zone 4 also had the most survey participants (see Question 2).

Group Health	37
Harborview	5
North Seattle Community College	5
Seattle University or "University"	4
University of Washington	3
Providence Hospital	4
Robinson Newspapers	1
Respondent pays	15

8. What do you do when you have a guest or more than one guest that need parking? (Choose all that apply.) (625 people answered the question, 793 responses.)

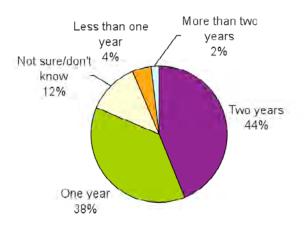
Seven respondents do not live in an RPZ and 17% of the respondents handle guest parking in other ways. See *Survey Comments* for detailed responses.



There were 106 "other" responses of how residents handle guest parking. The most popular responses are listed below.

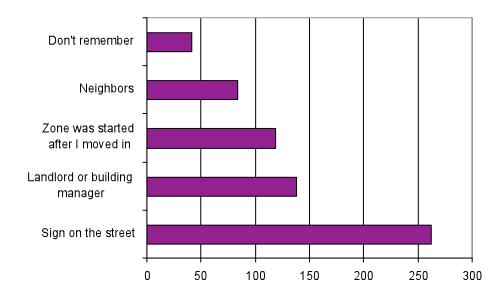
Guests pay for parking in a lot/metered parking	18
Don't worry about it/take a chance	15
Guests stay for less than two hours	14
Guests move their cars every two hours	13
Shared parking exists on property/commercial parking can be used after hours/private parking space	8
Not an issue, easy to find evening parking	7
Guests take the bus/walk/taxi	7

9. How long is your RPZ permit and/or guest permit good for? (626 people answered the question)



10. When you moved in, how did you find out about the RPZ program? (Chose all that apply) (567 people answered the question, 727 responses)

Approximately 10% of the respondents found out about the RPZ program through other means. Refer to *Survey Comments* for complete listing.

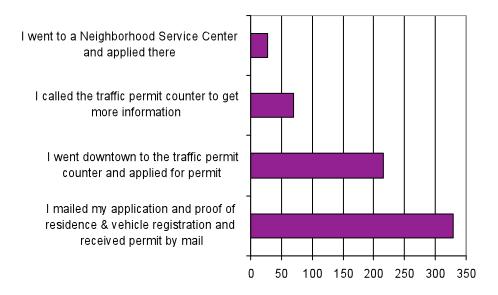


There were 83 "other" responses. The most popular responses are listed below.

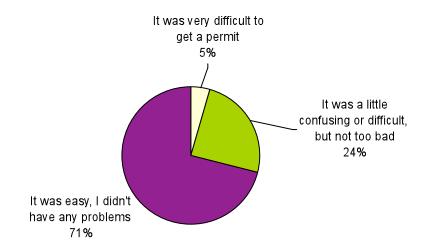
Website	17
Previous owner/condo association/real estate agent	12
Parking ticket	7
Lived in another RPZ, so knew about it	7

11. How did you get your most recent RPZ permit(s) from the City? (choose all that apply.) (615 people answered this question, 670 responses)

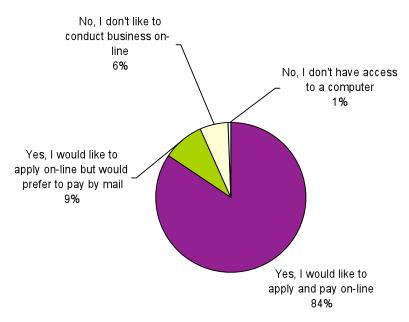
28 respondents got their permit from a method not listed below. Refer to *Survey Comments* for complete listing.



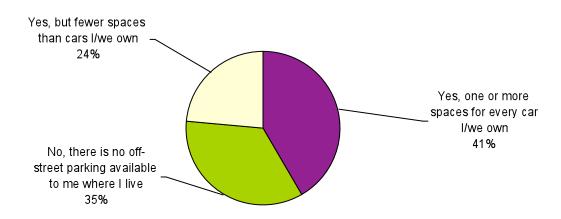
12. Please tell us about your experience getting the RPZ permit and/or guest permit(s). (610 people answered this question)



13. If you could apply for or renew your RPZ permit "on-line" would you use this service? (601 people responded to this question)



14. Do you have free or paid off-street parking available to you where you live? (1,007 participants responded to this question)



Respondents who have never lived in an RPZ or used to live in an RPZ:

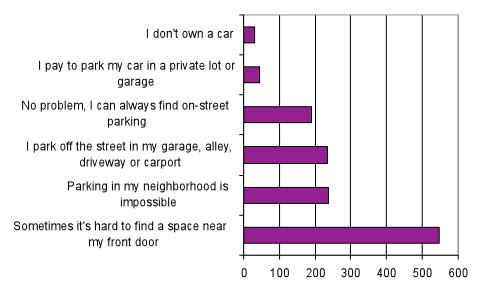
- 58% Yes, one or more spaces for every car we own
- 24% Yes, but fewer spaces than cars we own
- 18% No, there is no off-street parking available to me where I live

Respondents who live in an RPZ now:

- 43% No, there is no offstreet parking available to me where I live
- 33% Yes, one or more spaces for every car we own
- 24% Yes, but fewer spaces than cars we own

15. What is your experience parking in your neighborhood? (Choose as many as apply.) (991 people responded to this question, 1,545 responses)

There are 259 "Other" responses. Refer to *Survey Comments* for complete listing. Participants who currently live in an RPZ find evening parking difficult and nearly impossible. Additionally, weekend parking is a challenge, especially for those residents who live near facilities such as Seattle Center, churches, and parks.



Respondents who have never lived in an RPZ:

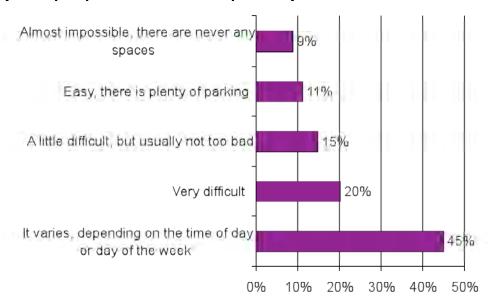
- 32% Sometimes it's hard to find a space by my front door
- 25% No problem, I can always find on-street parking
- 24% I park off the street in my garage, alley or carport
- 11% Parking in my neighborhood is impossible
- 3% I pay to park in a private lot or garage
- 3% I don't own a car

Respondents who live in an RPZ zone now:

61% Sometimes it's hard to find a space by my front door

- 19% Park off the street in my garage, alley or carport
- 11% No problem, I can always find on-street parking
- 6% Parking in my neighborhood is impossible
- 2% I don't own a car
- 1% I pay to park in a private lot or garage

16. Thinking about other drivers, how difficult is it to park in your neighborhood? (1,012 people answered this question)



Respondents who have never lived in an RPZ:

32% It varies depending on the time of day or day of the week

- 25% Easy, there is plenty of parking
- 20% A little difficult but not too bad
- 16% Very Difficult
- 7% Almost impossible, there are never any spaces

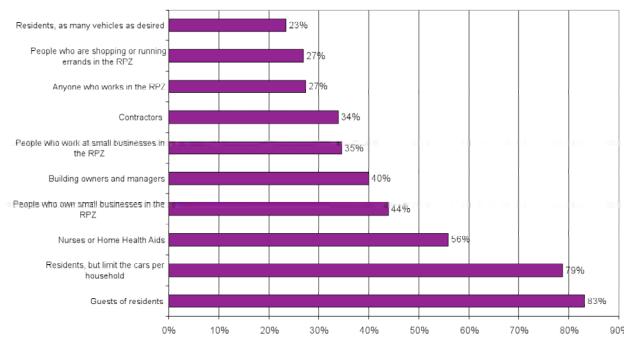
Respondents who live in an RPZ now:

52% It varies depending on the time of day or day of the week

- 22% Very Difficult
- 12% A little difficult but not too bad
- 10% Almost impossible, there are never any spaces
- 3% Easy, there is plenty of parking

17. Who should be allowed to park in RPZs? (Please check all that apply.) (990 people answered this question, 4,595 responses)

There are 162 "Other" responses. Refer to Survey Comments for complete listing.



Respondents who have never lived in an RPZ (1,675 responses):

16% Residents, but limit the cars per household

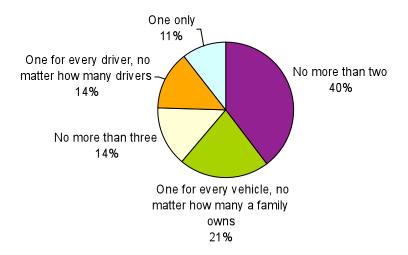
- 16% Guests of residents
- 13% Nurses or Home Health Aids
- 11% People who own small businesses in the RPZ
- 9% People who work at small businesses in the RPZ
- 9% Building owners and managers
- 8% People who are shopping or running errands in the RPZ
- 8% Anyone who works in the RPZ
- 7% Contractors
- 4% Residents, as many vehicles as desired

Respondents who live in an RPZ now (2,758 responses):

20% **Guests of residents** 18% Residents, but limit the cars per household 12% Nurses or Home Health Aids 9% People who own small businesses in the RPZ 9% Building owners and managers 8% Contractors 7% People who work at small businesses in the RPZ 6% Residents, as many vehicles as desired 5% Anyone who works in the RPZ 5% People who are shopping or running errands in the RPZ

18. How many RPZ permits should one household get? (966 people answered this question)

There are 104 "Other" responses. Refer to Survey Comments for complete listing.



Respondents who have never lived in an RPZ (331 responses):

37%	No more than two
21%	One for every vehicle, no matter how many a family owns.
16%	One for every driver, no matter how many drivers
14%	No more than three
12%	One only

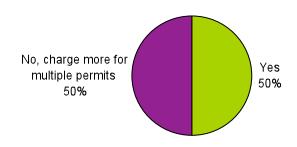
Respondents who live in an RPZ now (626 responses):

41% No more than two

- 22% One for every vehicle, no matter how many a family owns.
- 15% No more than three
- 13% One for every driver, no matter how many drivers
- 10% One only

19. If households can have more than one permit, should all permits cost the same? (960 people answered the question)

There are 93 "Other" responses. Refer to Survey Comments for complete listing.



Respondents who are not living in an RPZ:

52% No, charge more for multiple permits

48% Yes

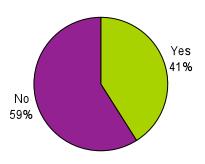
Respondents who live in an RPZ now:

51% Yes

49% No, charge more for multiple permits

20. If you DO NOT have an RPZ in your neighborhood now, would like to have one? (344 responses from residents who do not currently have an RPZ)

An additional 637 respondents already have an RPZ in their neighborhood and didn't answer this question.



21. How much do you think people should pay for an RPZ permit? (867 people answered this question.)

There are 254 "Other" responses. Refer to Survey Comments for complete listing.

	\$35/year	\$60/year	\$100/year	\$200/year	More than \$200/year
First permit	79%	12%	6%	2%	2%
Second permit	50%	29%	12%	5%	5%
Third permit	31%	16%	24%	12%	16%
Fourth permit	26%	8%	18%	19%	29%

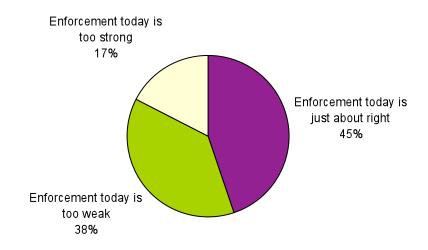
Respondents who are not living in an RPZ:

	\$35/year	\$60/year	\$100/year	\$200/year	More than \$200/year
First permit	65%	18%	10%	3%	4%
Second permit	39%	31%	15%	7%	9%
Third permit	27%	15%	25%	14%	19%
Fourth permit	22%	8%	19%	18%	34%

Respondents who live in an RPZ now:

	\$35/year	\$60/year	\$100/year	\$200/year	More than \$200/year
First permit	87%	8%	4%	1%	1%
Second permit	56%	28%	9%	3%	3%
Third permit	34%	17%	24%	11%	14%
Fourth permit	29%	7%	18%	20%	25%

22. Do you think that current enforcement of RPZs is about the right amount, too much, or too little? (885 people answered this question.)



Respondents who live in an RPZ or formerly lived in an RPZ:

47% Enforcement today is just about right

- 36% Enforcement today is too weak; needs to be stronger
- 18% Enforcement today is too strong; should be more leeway on overtime parking

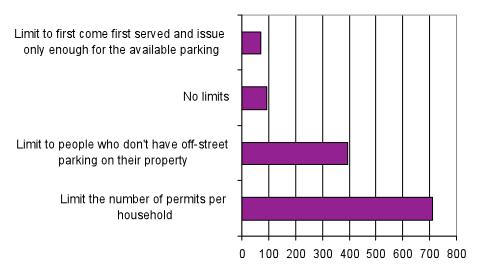
Respondents who do not live in and has never lived in an RPZ:

45% Enforcement today is just about right

- 38% Enforcement today is too weak; needs to be stronger
- 17% Enforcement today is too strong; should be more leeway on overtime parking

23. If parking is really tight, should the RPZ permits be limited, and if so, how? (Choose all that apply.) (950 people answered this question.)

There are 127 other responses. Refer to Survey Comments for complete listing.



Respondents who have never lived in an RPZ:

(Percentages based on total number of respondents who gave an answer)

69% Limit the number of permits per household

- 43% Limit to people who don't have off-street parking on their property
- 11% Limit to first come first served, and issue only enough for the available parking
- 9% No limits

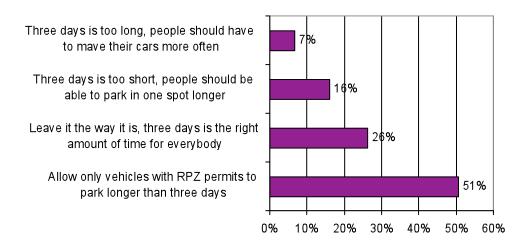
Respondents who live in an RPZ or formerly lived in an RPZ:

(Percentages based on total number of respondents who gave an answer)

76% Limit the number of permits per household

- 41% Limit to people who don't have off-street parking on their property
- 6% Limit to first come first served, and issue only enough for the available parking
- 1% No limits

24. City law requires a vehicle parked on the street to be moved at least once every 3 days (72-hours), even if it has an RPZ permit. Do you think this law should be changed, or stay the same? (978 people answered the question)



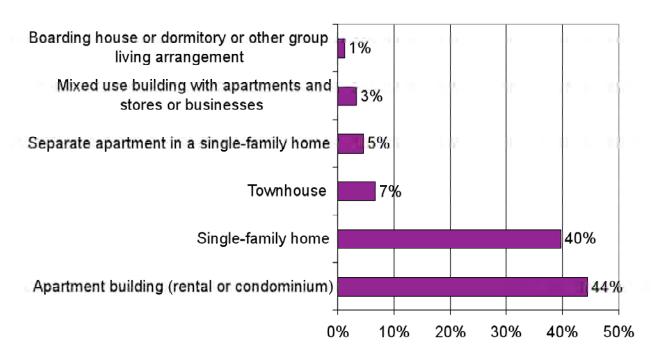
Respondents who do not currently live in an RPZ:

- 34% Allow only vehicles with RP permits to park longer than 3 days
- 34% Leave it the way it is, 3 days is the right amount of time for everybody
- 21% 3 days is too short, people should be able to park in one spot longer
- 11% 3 days is too long, people should move their cars more often

Respondents who currently live in an RPZ:

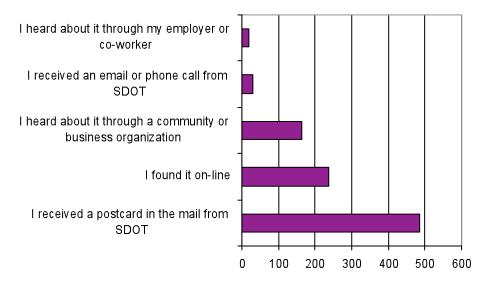
- 59% Allow only vehicles with RP permits to park longer than 3 days
- 23% Leave it the way it is, 3 days is the right amount of time for everybody
- 13% 3 days is too short, people should be able to park in one spt longer
- 5% 3 days is too long, people should move their cars more often

25. What type of building do you live in? (984 people answered this question.)



26. How did you hear about this survey? (Choose all that apply.) (909 people answered this question, 1,095 responses)

There are 162 "Other" responses. Refer to Survey Comments for complete listing.



- 27. Contact information is not required for your survey to be counted. But if you would like to be on our mailing list, please enter an email address or a street address or both. (333 people answered this question.)
- 28. Please share with us any other thoughts you have about the RPZ program or about transportation in Seattle. We would particularly like your thoughts about improving the RPZ program. (406 people answered this question.)

Survey Comments

Note: Not all questions received additional comments. Only the questions that received comments are listed below

Question 7: Who pays for your permit?

Three options were provided to answer this question: Yes, No, and Not Sure. 618 respondents answered this question, and 80 respondents identified who pays for their permit:

- Group Health (37)
- Harborview (5)
- North Seattle Community College (5)
- Seattle University or University (4)
- University of Washington (3)
- Providence Hospital (4)
- Robinson Newspapers (1)
- Respondent pays (15)
- Unsure (6)

8. What do you do when you have a guest or more than one guest that need parking?

Approximately 150 comments were received. The most common alternatives to the options outlined in the survey include:

- Guests pay for parking in a lot/metered parking (18)
- Don't worry about it/take a chance (15)
- Guests stay for less than two hours (14)
- Guests move their cars every two hours (13)
- Shared parking exists on property/commercial parking can be used after hours/private parking space (8)
- Not an issue, easy to find evening parking (7)
- Guests take the bus/walk/taxi (7)

A sample of comments include:

- Guests park in my off-street parking spot. I park in the RPZ, because I have a primary permit for my car. If more than one guest (with more than one car) visits, they all park in the RPZ and I keep my car in my off-street parking spot.
- I encourage guests to bus or get dropped off here to avoid parking all together.
- I find I don't schedule parties, etc., because there is no place for them to park. I also note that tenants in our building avoid buying a guest permit for their girlfriends, etc. I assume that is because the cost keeps rising. It used to be reasonable.

- Typically folks take their chances.
- We are remodeling our house, so the RPZ is a real problem for contractors who need to work a full day here. We end up getting billed for their time to move their cars every two hours in order to avoid a ticket. We do use the one guest permit, but oftentimes there is more than one contractor parked for the day.

10. When you moved in, how did you find out about the RPZ program?

Over 80 comments were received. The most common alternatives to the options outlined in the survey include:

- Website (17)
- Previous owner/condo association/real estate agent (12)
- Parking ticket (7)
- Lived in another RPZ, so knew about it (7)
- Phone call (3)

A sample of comments include:

- I got a parking ticket and talked to someone at the number on the ticket.
- I looked it up on the internet after reading the sign.
- I was involved in getting the city to create zone 22 when the school district decided to reactivate Lincoln High while it was remodeling other high schools.
- Received information from the DOT when originally incorporated in our Eastlake neighborhood. The parking fee has been increased, making it more difficult to be able to afford this RPZ permit.
- The information was sent to us upon moving into our house.
- You see the signs when you are apartment shopping, so there aren't any surprises that come up.

11. How did you get your most recent RPZ permit(s) from the City?

Although 28 participants said they got their most recent permit from the City through other ways than listed on the survey, a review of the comments did not find any different ways. Most comments elaborated on how residents applied for their permits. A sample of the approximately 50 comments is below:

- I renewed my already existing permit. Sent renewal through the mail after receiving letter from the city.
- I was mailed an application renewal form
- I went in person for my first permit, but when I purchased a new car I did it via calls & mail.
- I went to the website and learned I needed to come down to the office or call.
- It would be nice to be able to renew online.
- Sent to me automatically, since I continue to live in an area that Group Health Hospital pays for resident permits.
- We have a PO Box and therefore must apply for a permit in person. A reminder, sent to our PO box, to apply for a new permit would be helpful. We were unaware that our permit expired one year and received a parking infraction.

12. Please tell us about your experience getting the RPZ permit or guest permit.

It was easy I didn't have any problems

43 comments were received. The most common comments include:

- Very good staff service (6)
- Online application would be helpful (5)
- Automatic renewal makes it simple (5)

A sample of comments include:

- I am wondering if I can get them online.
- I think the first time I had to provide proof of residence but after the first time it became pretty much automatic/routine.
- I was quite frustrated to find out that, given the timing of my application, my permit would be good for less than one year, even though I paid the full one-year price. I would have been much more satisfied if the fee had been pro-rated.
- It was easy but a little inconvenient since I was required to appear in person. There must be some way to distribute these over the net??? Year 2 was a piece of cake since I only had to mail my information in.
- The people were really nice, quick, and helpful. I appreciated it!

It was a little difficult or confusing but not too bad

48 comments were received and the most common comments include:

- Want to avoid going downtown to file for permit (6)
- Didn't include all information when mailed in (6)
- Don't agree that permits cannot be prorated (4)
- Online application would be helpful (3)

A sample of comments include:

- Everyone was very helpful, but I had to figure out the need for it on my own (after a parking ticket).
- I didn't like having to get a letter from my school registrar, I felt the process was unnecessary and cumbersome.
- It was difficult for me because mailing my information in would have delayed the process further as they require proof of residency, which my landlord was late in getting me. I think that the operating hours of the office should reach beyond regular business hours; I work in Bellevue, and other than taking time away from work to drive into Seattle to get this permit, there's no easy option for me.
- It was somewhat confusing to find out where our neighborhood service center is, but easy once we found it.

It was very difficult to get a permit

20 comments were received and the most common comments include:

- Want to avoid going downtown to file for permit (2)
- Hours for obtaining permit are not convenient (2)

- Poor experience at counter (3)
- Complicated process/too much paperwork required (3)

A sample of comments include:

- It is very difficult when purchasing a new vehicle to get the old vehicle off the RPZ account and the new one on the account. One time it took 4 years to get this changed (2 cycles of RPZ).
- It was rather inconvenient. You have to wait until you get a bill or something, which was a month into my stay there. I'm not sure how it could be easier -- you should have to prove you live there, but someone with more experience than I might be able to think up something.
- Very time consuming to apply and get the qualifying survey, to get the prerequisite petition signed by the qualifying residents for each qualified block and exceeding long time to get the signs installed after RPZ approval was granted.

Unclassified

Two comments were unclassified:

- My partner did it; not sure what his experience was.
- Not enough choices in this question. It was a pain in the neck.

13. If you could apply for or renew your RPZ permit "on-line" would you use this service?

Yes, I would like to apply and pay online

33 participants provided additional comments to this question, mostly stating strong support for this concept. Additional comments include:

- being disabled, this would help a lot.
- I am concerned that it might make fraud easier.
- Terrific! I just requested this on my renewal letter application SDOT should do this and email us for renewal instead of mailing out paper renewal notices! GO GREEN! YEA!!!!
- This could make the problem worse as people/residents and business would use their friends addresses and such. I guess we would have to trust that the SDOT is verifying addresses and one per address.

Yes, I would like to apply online but I would like to pay by mail

- Anything but going down to their office way up in that tower again!
- I might use it and I like the idea of 'auto verification'. If it actually saves the city money processing these things then I am even more open to it, but usually the process has hidden 'extra' costs that negate the benefit of "on-line" processing.

No, I don't have access to a computer

- In our case is not so straight forward. We receive our bills at our office (which is not located in an RPZ) yet our house is in RPZ15. The first time around I had to explain this to several people at the permit counter. On line, I'm afraid we would be denied the permit and would have no way to 'reason' with someone.

No, I don't like to conduct business online

7 participants provided additional comments to this question including:

- I would prefer not to do this on-line I feel uncomfortable with the privacy aspect, especially as a woman who lives alone this makes my vehicle & home address easier for a criminal to access, and I hate paying for things on-line
- Mailing was the easiest for me.
- Making it too easy defeats the purpose of the RPZ, at least in the U-District. The # of transient students, overcrowded housing, and the daily influx of students would simply open the door for non-residents to acquire permits (which they already do) and take away parking from actual residents.

Unclassified

19 participants provided additional comments that could not be classified into a category above.

15. What is your experience parking in your neighborhood?

Comments from those who have never lived in or are not now living in an RPZ

Most comments received described parking problems in areas other than their own neighborhood. A few responses did describe difficulty parking on their street at certain times of the day or days of the week. A sample of the 51 comments include:

- I live 3 blocks east of Group Health Hospital (E. Denny Way between 18th and 19th Ave). This block is not covered by Zone 4. Group Health employees often park all day on our block (along Denny Way), resulting in lack of space for residents
- I live in Belltown and use zip cars or rental cars when I need a car, but I have 1 parking spot for my condo.
- I live in NewHolly, and my immediate street is private. There's not much additional parking (for friends/visitors), but there is extra parking on adjacent city streets. There is a concern that parking and traffic will be a problem when light rail opens.
- I live near the Zoo so parking is a trouble when Zoo events are happening.
- I live on a narrow, one-block dead end street near Seward Park. When there are big events at the park, visitors often block our street or park on it, making it very difficult to access.
- I live on Alki, and parking in the summer is almost impossible, but parking in the winter isn't a problem.
- I've watched people park on my street and get on the bus and with increased development in my neighborhood I often cannot park on my street in the evening.

Comments from those who currently live in an RPZ now

205 comments were received from participants who currently live in an RPZ. The most common remark described the difficult with evening parking and pointed to the lack of night time parking enforcement. Depending on the zone, some residents can not find parking in their area after 7:00 pm. Churches in neighborhoods make parking difficult on Sundays and when there are related events. Some residents are provided with a parking space at their building, and if they own multiple cars, one would be parked on the street. A sample of comments include:

- Also, I walk to work most of the time during the week and the parking enforcement people have sited me for 72 hour parking violation. I think this defeats the person of encouraging people to bus or walk in this city. I should be able to park in front of my home during the daytime hours!

- Cars without permits often park FOR DAYS...without regard for the signs. I have been ticketed while parked in my driveway to unload groceries(!) while-a car/truck can be parked in a space (without permit!) and not be ticketed.
- Due to having so many bars and the Community College, sometimes parking at night is difficult despite being in an RPZ. However, we generally are able to find spots within three blocks of our building.
- Evening times is it all but impossible to find a space within a few blocks of my apartment. Which is after the RPZ hours are in effect.
- Having the RPZ makes parking easy. It may not always be in front of my door, but such is the nature of street parking.
- I am disabled and have a handicapped placard, but still cannot always find parking within a block of my door
- I have parking on my property for 4 cars.
- I live near St James Cathedral and Harborview and at times it is very difficult to park in an RPZ area as visitors to both will park in the RPZ areas (often for more than 2 hours) before any of the metered areas.
- People need to get a grip. If you live somewhere dense, one should not expect a parking spot right outside their front door. People need to live in NYC to really understand parking problems. We've got it pretty easy here.
- There are a lot of duplexes/rental houses that have several people living there. I think there should be a limit to the number of permits per address/household.
- We often have to park a few blocks away. It is very hard to park if we arrive home late at night. Some neighbors have started blocking off free parking for themselves. It can be really frustrating.
- When I lived in the University District, it was impossible to find a spot within even a block of my house. The parking in Eastlake is much better, probably because it's mostly families instead of houses with several roommates.

17. Who should be allowed to park in RPZs?

Comments from those who do not now live in an RPZ zone

33 comments were received. Most comments reiterated the categories included in the survey. Additional comments include:

- Anyone should be allowed to park in the RPZ for a short period of time. There should be a limit on the number of guest passes allowed.
- Buses, bikes, scooters
- I like the idea of a guest permit for daytime hours. All non-residents should be limited to 1-2 hours from 7am-7pm.
- Just meter the street spaces. Government should not subsidize on-street parking for residents. If they really want parking spaces, they can pay the going rate on private lots, or by buying a residence with a parking space.
- People who live directly adjacent to the RPZ
- Some of these uses could be temporary permits/guest permits or special specific long-term permits, as for a home-health aide caring for someone. The question then is how to meter usage needs, and how to encourage transit uses.

- There should be a financial incentive given to ELIGIBLE RPZ'ers who choose not to obtain a permit. (That is, if people go "car free" they should be rewarded.)

Comments from those who currently live in an RPZ zone

129 comments were received. Most comments reiterated the categories included in the survey. Additional comments include:

- Addresses with numerous room rentals up to ten in our area should not be permitted more than three permits, regardless.
- Anyone should be able to park in the RPZ! There should be an hourly limit, however, for those who are not residents or there for legitimate work or employment purposes.
- Anyone who pays for the privilege to park should be thus afforded.
- Businesses should not be allowed to take up space in limited residential area's like zone 21.
- I support allowing shoppers to park in the RPZ but also support keeping the time limit. 2 hours seems pretty sufficient to me.
- Current system works pretty well except for when I've had contractors come to my house with more than one vehicle (multiple vans of people, equipment). There needs to be some way to accommodate this situation I have only one guest pass.
- I need to be able to get more guest permits. I have several relatives who take care of my baby at my home. They all need guest permits.
- I think it is important to distinguish here between RPZ's on actual residential blocks, and those on streets zoned for business. On residential blocks, it should be limited to residents and guests. Contractors and bldg managers should have parking provided for them by the property owner. If that's as a guest, they should fall under the same household limitations. On blocks zoned for business, it should be open parking within the limits allowable. I'm not sure why business and residential parking is being lumped together. It's rather indicative of the problems we currently have with RPZ's. How about a BPZ?
- I think residents should have to pay more for a second RPZ permit.
- NOT business owners and workers and shoppers--they are the reason we had to apply for an RPZ in the first place.
- Should just install meters and let anyone with the \$ park.

18. How many RPZ permits should one household get?

One for every vehicle, no matter how many a family owns:

19 comments were received from participants who felt that each family should receive a permit, regardless of how many vehicles the family owns. Most comments reiterated the statement above. Additional comments include:

- If we are paying for the residence...we should have a chance to park close to our home.
- In all honesty, how many households have more than 2 or 3 cars?
- the density of the zone should be the deciding factor
- The first permit should be free per household, then \$100 for the first additional vehicle, another \$200 for the second additional, another \$300 for the third additional, etc.
- We have several houses on our street with grad. students sharing the house. Each drives and needs a permit. Limiting the number of permits each house can get creates an unworkable situation for some of the house mates.

One for every driver, no matter how many drivers

11 comments were received from participants who felt that each driver should receive a permit, regardless of how many drivers are in the family. Most comments reiterated the statement above. Additional comments include:

- Doesn't seem right to discriminate against large families...
- One for every driver, but not more than four. (Three + guest, or four but no guest pass)
- Please be sure to verify the driver actually lives at the address.
- So how do we handle the occasional party, or get together?

No more than three

Eight comments were received from participants who felt that each household should receive no more than three permits. Most comments reiterated the statement above. Additional comments include:

- Discouraging household from having many cars is good.
- Plus guest pass. My two college age kids have moved back home, both also work. My wife and I have a car but we walk to work. We have a small pick-up that we share with 7 other neighbors. I guess we are currently part of the problem currently but this will improve as next year as the kids again move out on their own.
- Single family homes should get up to three; apartment dwellers should get one per adult.
- The cost for each permit should increase substantially (exponentially) as the number increase.

No more than two

26 comments were received from participants who felt that each household should receive no more than two permits. Most comments reiterated the statement above. Additional comments include:

- And the second one should cost more than the first.
- But guest passes should be accessible for purchase at a higher premium
- If you allow more than two per household, you are defeating all the Climate Action NOW work.
- Perhaps there should be a difference for homeowner occupied households vs. rentals (e.g. allow homeowners 3 permits, but rentals 2)

One only

11 comments were received from participants who felt that each household should only one permit. Most comments reiterated the statement above. Additional comments include:

- One for each vehicle registered to the residence plus one guest permit.
- This applies to Capitol Hill where parking is impossible.

No answer

27 comments were received from participants who provided no answer to the question. Comments include:

- After the first two, make the fee hugely expensive.
- Every car should have to pay about \$200 a year to park anywhere on the street in Seattle where there are no meters.
- Limit of 1 per each 18 feet of curb space in front of the home

- One per vehicle that cannot be parked on owners property.
- one per vehicle, up to 2 per household
- The amount should depend on the property. For example a single family home should not get more than two, and a studio apartment should get one, but a house full of roommates might need more than two, at most three.
- Two, but with an option to buy more than one guest permit.

19. If households can have more than one permit, should all the permits cost the same?

Comments by respondents who answered YES, permits should cost the same

27 comments were received from participants who felt that all permits should cost the same. Most comments actually suggested alterations to the statement above including:

- Additional permits should cost the same or less.
- Don't discriminate against nuclear families living together.
- Exception: Every household should get one free guest permit.
- I sure hope we continue to get a FREE one.
- If anything, charge less for multiples as long as the household has less than three cars.
- Make it pricey.
- Neighborhoods with sub-standard bus/transit service should not be charged

Comments by respondents who answered NO, price should increase for multiple permits

37 comments were received from participants who felt that permit prices should increase for multiple permits. Most comments actually supported the statement above including:

- Cars impact the environment and parking on the street impacts the whole neighborhood. Those who use cars and take up parking should pay for it. No free riders.
- It is a luxury to have a car, let alone more than one.
- Maybe you can make it easier to issue temporary permits to households, say for a weekend when you have a party scheduled.
- Rates should climb steeply to reflect the cost of driving to society and the city. I think the permits are currently under priced.

Comments by those who did not choose either yes or no

28 comments were received from participants who did not answer the question. Most comments actually did state a preference for either keeping permit costs the same for multiple permits or charging differently for multiple permits. Comments include:

- I think this would be discriminatory against people who live in houses with other adults rather than with their spouse and children.
- I do not think residents should have to pay any fee. Who the fees hurt the most are poor people. But a fee does not offer alternative transportation to and from work or the grocery store.
- One fee per household.
- Make a tier for each category, with resident and guest permits set at the least expensive level.

20. If you DO NOT have an RPZ in your neighborhood now, would you like to have one?

YES (41% of those not currently living in an RPZ)

41 comments were received from participants who did would like to have an RPZ in their neighborhood. Many of the comments specified the neighborhood where RPZs are desired. Refer to *Survey Comments* for locations. Other comments include:

- All residential neighborhoods should have RPZs
- Houses in SF zoning adjoins existing RPZ. Get spill-over from RPZ commuters parking for bus. Would like to expand zone if majority on street concurs.
- I wouldn't mind an RPZ in general but I don't think parking issues warrant it just yet. I have no doubt that some day they will however.
- ONLY IF those dollars go to improving pedestrian safety. Lights, speed bumps, traffic round-abouts, crosswalks, overpasses etc.
- The 72 hour unenforced parking restriction in this extremely dense neighborhood is absurd. It will get worse when new development kicks in.

NO (59% of those not currently living in an RPZ zone)

39 comments were received from participants who do not want an RPZ in their neighborhood. Many of the comments specified the neighborhood where RPZs are <u>not</u> desired. Refer to *Survey Comments* for locations. Other comments include:

- I don't think it would help. I think ticketing/addressing the vehicles that sit for more than 72 hours is more helpful. In my neighborhood, there are cars that have been sitting for months. That's what contributes to the parking problem, in my opinion. If someone has a car that is broken down, they shouldn't be allowed to keep it parked indefinitely on public property.
- I live near the Beacon Hill light rail station. We know it is likely that there will be an RPZ sometime after it opens up. I don't want to have to pay to park on my own street. So if it costs money, absolutely not. If residents get them for free than great.
- I think adding an RPZ to my neighborhood would hurt the small businesses.
- RPZ does not solve parking; builders and property owners should be required to have adequate offstreet parking for their vehicles or pay a levy to subsidize rpz permits for those who do park off-street but need permits for guests

Already live in an RPZ

26 comments were received from participants who already live in an RPZ. Most comments state opposition to their existing RPZ. Other comments include:

- RPZ needs to be extended to include adjoining/abutting residential streets
- I'd like to see it expanded and enforced
- RPZ encourages a rotation of cars, so at least it's not entirely impossible to find parking.
- Thank you for putting in the RPZ; it has made a real difference.

No answer chosen

Six comments were received from participants who did not select an answer.

21. How much do you think people should pay for an RPZ permit?

Comments by those not currently living in an RPZ

64 comments were received from participants who do not live in RPZ. Many comments reiterate the cost chosen in the survey. Some comments provide suggestion of how to make the payment system work, including:

- Based on percentage of household income.
- Cost is not the issue the issue is not allowing non-resident business owners, employees, park users, church attendees, etc. from having access. These are important community resources which should be supported, not discouraged.
- Depends on income and reason for permit/ ie. medical assistants vs shopper vs resident
- I think there should be certain waivers for vehicles, such as motorcycles and scooters, that shouldn't require an RPZ. In addition, there should be consideration for families who may need more cars for various reasons such as a special needs van in addition to two primary cars.
- Market rate. Auction them off on E-bay, so the city isn't subsidizing anyone.
- They should be free for residents.

Comment by those now living in an RPZ

184 comments were received from participants who currently in an RPZ. 51 respondents felt that there should be no charge for the first permit, and 28 respondents suggested a charge between \$5 and \$30 per year. Four comments were received in relation to guest parking permits. Refer to *Survey Results* for more details. Additional comments include:

- I don't think that *home owners* (including condo owners) should pay for a parking permit for their street, especially since we pay property taxes. Renters, etc. should pay only \$35/year for any and all permits required.
- I think that there should be different prices, etc for homeowners versus temporary renters with 7-10 people living in one house.
- I would adjust the fees based on income.
- I'd pay \$100 or \$200 a year if I knew that I would always and easily be able to find parking in my zone.
- Permits should only cost what it costs to run the program. The City of Seattle is already run like a dictatorship.
- The \$35 fee is ridiculously small & thus, inconsequential. Make it more meaningful and it will actually affect how people choose to live their lives.
- The higher the better to discourage car dependency.
- There should be exemptions for low-income families.

22. Do you think that current enforcement of RPZs is about the right amount, too much, or too little?

Respondents who think enforcement is just about right

34 comments were received from participants who think current enforcement is just about right. The most common comment was participants felt that the 72-hour limit for parked vehicles is excessive. Reasons ranged from residents going on vacation and have no place to leave their car to the fact that by not driving the resident is using alternative transportation modes. Additional comments include:

- Enforcement is good, but there should be a way to put a stop to all the cheating I hate to see staff from Harborview using disabled permits, when it is obvious they are not disabled the permit belongs to their aunt or uncle that really IS disabled. And, the apartments are selling parking stalls to hospital staff, and there is a lot more going on that needs attention, and I'm considering going to three newspapers about the problem.
- Enforcement is inconsistent (not a choice above). I would like to see ticketing of the numerous cars parked too close to intersections, regardless of permit these are rarely ticketed, and make the intersections dangerous for cars and pedestrians!
- However, the 72 hour limit can cause difficulties even when one has a permit. Recently, we had to leave town immediately due to an imminent death in the family. We were gone six days. It seems like there could be some leniency for cars with proper current stickers. When we travel, we have to make arrangements to have neighbors move the car. The parking problem is mostly with cars coming in to park during the day for the University of Washington.
- Timing enforcement is fine. But the 72 hour time limit is ridiculous. I have a permit I shouldn't have to worry about my car getting towed just because I decided to walk to the grocery store instead of drive that week.

Respondents who think enforcement is too weak

93 comments were received from participants who think current enforcement is too weak. The majority of comments reiterated that enforcement is weak and sporadic. Many participants felt that RPZ laws were enforced more than other violations, such as 72-hour rule and vehicles parking to close to driveways and crosswalks. A sample of comments include:

- Abuse is nearly instant if not enforced.
- All parking restrictions should be enforced as well like no parking on corners, no parking on the "No Parking Anytime" side of the street, no parking on the sidewalk. More violation citations would pay for increased enforcement officers and reduce the infraction rate this may diminish over time, but those enforcement officers could be deployed in the next RPZ to clean up that one, then back to the initial, etc.
- enforcement is lacking in our RPZ, it seems there are not enough workers
- I don't understand the 3-day parking rule. I have a truck that we use about once every 2 weeks. The 3-day rule forces me to drive an extra car more often so that I won't get ticketed. It doesn't make sense to me.
- RPZ parking violations aren't the only issues. Many people do not leave enough space when parking on the street next to the entrance to an alley. I believe that five feet on either side of the entrance must be kept clear. There is only one way out of my parking area in the alley, and it opens onto a street that is wide enough for only one car plus both sides for parking, so turns can be difficult or impossible if someone is partially blocking the alley entrance. This should be enforced while also checking for RPZ violations.
- This varies by neighborhood but it is inconsistent and generally too lax.

Respondents who feel enforcement is too strong

47 comments were received from participants who think current enforcement is too strong. The most common complaint, similar to other responses in categories above, is the 72-hour rule seems too strict for residents who travel or chose other transportation modes. Unlike the responses in the category above, this group of respondents felt that enforcement was too strict on non-RPZ violations. A sample of comments include:

- Cars even with permits are ticketed and towed. Very frustrating and very costly.
- I have never received so many tickets in such a short amount of time. It's like they're targeting certain cars. Just parking LESS than 1/2 an inch by the red line gets you a ticket!
- I personally think that the three day limit is way too limiting. We need a car sometimes, and FlexCar isn't flexible enough. We take the bus/walk/ride bikes as much as possible though to help reduce carbon emissions. Then we get penalized if we leave our car in one spot too long.
- It's ridiculous to have to shoo a guest out the door after two hours! Or to have to set an alarm to send visiting grandparents out to move their car.
- Signs are confusing if they were clear- then current enforcement would be fine.

No answer

45 comments were received from participants who did not answer this question. Most comments stated the participant didn't know or did not have an opinion. A few participants felt that enforcement is inconsistent.

- Enforcement is inconsistent.
- If the city enforced its existing laws, developers would be providing the parking they were supposed to provide in the first place. The city is only good at enforcing laws that involve money going to the city, so I'm sure they'll have no problem if fines are involved.

23. If parking is really tight, should the RPZ permits be limited, and if so how?

Respondents who have never lived in an RPZ

15 comments were received from participants who have never lived in an RPZ. Participants had a range of suggestions to limiting RPZ permits including:

- Give residents priority.
- Limit just to those living on that block
- No more permits should be issued than spaces available. The price for a permit should be raised to a level such that the demand for permits roughly equals the number available.
- Raise prices until the demand for RPZ permits is roughly equal to the supply of spaces.

Respondents who are living in or who previously lived in an RPZ

112 comments were received from participants who are living in or who previously lived in an RPZ. The majority of respondents felt that there should be limits on permits and had varying ideas of what the limit should be. Some participants also felt that keeping the permit price high would create a disincentive for owning multiple cars. The topic of new developments requiring minimal parking spaces was also mentioned. Comments included:

All new construction projects should have = or greater the number of parking spaces for the number of units plus more if there is retail. Those who have purchased property that does not have off-street parking should be grandfathered and given prioritization for street parking.

- BUILD parking structures in or near affected areas.
- Consider raising permit prices until supply matches demand, to encourage people to find off-street alternatives rather than searching for a free space?
- Give preference for permits to property owners over renters.
- There needs to be some allowance for low-income people who work or study in an RPZ.
- You shouldn't punish properties (or their residents) for having off-street parking options.

24. City law requires a vehicle parked on the street to be moved at least once every 3 days (72-hours), even if it has an RPZ permit. Do you think this law should be changed, or stay the same?

Three days is too long

14 comments were received from participants who think that the 72-hour limit is too long. Comments included:

- Cars should be moved every 48 hours.
- Much Stronger Enforcement is Needed.
- Street parking should not be considered permanent parking. 24hrs should be the maximum.
- There should be some form of exception when traveling.
- Would it be possible to get special permit to leave car longer when on vacation? I had to take mine to daughter's neighborhood when out of town for a month.

3 days is too short

81 comments were received from participants who think that the 72-hour limit is too short. Comments included:

- 7 days would be a good limit. Some people don't really need to drive during the week.
- A major problem is in enforcement.
- Especially with the price of gas today and environmental concerns regarding car emissions, I think it is reasonable that people should have the option to leave their car parked and take the bus instead or ride a bike.
- I don't have off-street parking where I live. If I go on a week-long vacation, I have to have a friend move my car every 3 days? There should be an easy way to get a permit to have your car in one place so it isn't considered abandoned.
- People should also be able to apply for a waiver of some sort so if somebody wants to go on vacation for a reasonable period of time (for example 1-2 weeks)...
- We should encourage people to drive as little as possible, however also allow the ability to tow abandoned cars. Two weeks to a month would be better.

Allow only vehicles with RPZ permits to park longer than 3 days

162 comments were received from participants who think permit owners should be allowed to park more than 72 hours. The biggest concern from these respondents is how to handle the parking situation when permit holders are out of town. Additionally, many of the comments are similar to those participants who felt that three days was too short. Comments included:

- As I understand it, the 72 hr law is largely to prevent derelict vehicles from abandonment on city streets. This is a desirable outcome. However, the side effect is that people who are cognizant of the

law and of their vehicle usage are actually encouraged to drive every three days so as to avoid being ticketed. RPZ permits being allowed a longer time line might help to still accomplish the derelict vehicle aspect while not encouraging more driving. Further, discretionary enforcement (i.e. discretion of the officer to determine whether a vehicle actually is derelict) might help.

- But this should not apply to guest permits. They should be limited to 24 hours without being moved.
- I have an RPZ permit, and I have no off-street parking available to me. I frequently keep my car parked in front of my house for longer than 72-hours, because I take the bus nearly every day. Why should I have to move my car, especially when I'm using public transportation!?!
- I think there should be some special designated places since this can be a hassle if you don't have garage parking and you need to leave the car parked for a few days. If the car looks abandoned and has not been moved in a long time, ticketing should incur.
- Residents without off street parking should be able to park longer than the 3 days they go on vacation and may not take their car. Guest passes should still be limited to 3 days
- Vehicles with a permit should not have to move. Guest permits may have more restrictions, but residential parking should be allowed while the permit is valid.

Leave it the way it is, 3 days is the right amount of time for everybody

27 comments were received from participants who think three days is the right amount of time for everybody. The most common concern is how to handle parking during a vacation and how to better enforce this law. Comments included:

- Due to the lack of enforcement, people park longer than 3 days.
- Special consideration should be given for people on vacation. I have no option but to park on the street and my vacation is always longer than 3 days.
- There should be a way to make an exception, i.e., when someone goes out of town or is ill. I'd like to be able to purchase (for a moderate fee) a card to place on the dashboard that allows extra parking time. Preferably something that could be done online and printed out at home. It should only be available to local residents, in this case those with RPZ permits.

No response

Six comments were received from participants who did not answer this question.